



1. Draft Transportation Report

O V E R V I E W

In the City of Tigard, transportation has played a major role in shaping the community. From the first railroad tracks that established Tigardville to the development of Highway 99W straight through its center, Tigard's commercial areas developed along primary routes, and residential followed nearby.

Today mobility, or lack thereof due to heavy traffic, continues to define Tigard and the daily experience of its residents and businesses as they move from point A to point B. In addition to 99W, the City also has two other highways within its borders: Highway 217 and Interstate 5. The railroad still exists, but now passengers will return to its cars with the 2008 opening of Commuter Rail, one of the few U.S. suburban-to-suburban commuter rail lines. This complements two Transit Centers within the City that provide regional bus service. In addition, the regional Fanno Creek Trail provides an alternative route for bicyclists and pedestrians to travel along the creek. The effectiveness and performance of all of these transportation options impact land uses, current and future, as well as transportation facility planning.

The state recognizes the close relationship between transportation and land use. Future land uses increase population and travel; there must be transportation capacity to support those uses. Conversely, Goal 12 requires multi-faceted transportation planning to conform to local and regional comprehensive plans. The state Transportation Planning Rule (660-012-0000) also clearly states that the rule's purpose is to "direct transportation planning in coordination with land-use planning." The state also sponsors specific programs, such as the Transportation and Growth Management Program. The TGM program provides support to jurisdictions to meet Goal 12 and the TPR, including grants to plan for both land use and transportation to create livable, transportation-efficient communities.

The TPR provides administrative rules that support Goal 12's goal of providing and encouraging a safe, convenient and economic transportation system. The term **transportation system** refers to facilities that support the movement of people and goods; it includes facilities that accommodate motorized and non-motorized travel. The TPR includes requirements for governmental coordination and for the creation of Transportation System Plans.

All jurisdictions – from the state, to metropolitan planning organizations, counties and cities – must prepare and adopt their own TSP. Once completed, the cities and counties adopt the TSP as part of their comprehensive plan. Each level of government addresses facilities under their jurisdiction; for example, local TSPs must meet local needs but must be

Statewide Planning Goal 12

"To provide and encourage a safe, convenient and economic transportation system."

A transportation plan shall:

- 1) *consider all modes of transportation including mass transit, air, water, pipeline, rail, highway, bicycle and pedestrian;*
- 2) *be based upon inventory of local, regional and state transportation needs;*
- 3) *consider differences in social consequences that would result from utilizing differing combinations of transportation modes;*
- 4) *avoid principal reliance on any one mode of transportation;*
- 5) *minimize adverse social, economic and environmental impacts and costs;*
- 6) *conserve energy;*
- 7) *meet the needs of the transportation disadvantaged by improving transportation services;*
- 8) *facilitate the flow of good and services so as to strengthen the local and regional economy; and*
- 9) *conform to local and regional comprehensive land use plans. Each plan shall include a provision for transportation as a key facility.*

consistent with the regional TSP and adopted elements of the state TSP, including the 1999 Oregon Highway Plan. State and regional TSPs must also meet certain federal requirements. The TPR also requires coordination between agencies and special districts.

At the regional level, Metro maintains the Regional Transportation Plan to guide transportation investments in the Portland metropolitan region. The 2000 Regional Transportation Plan update incorporated the 2040 Growth Concept, the region's long-range land-use plan. The updated plan's policies placed a "new emphasis on transportation alternatives for travel to work, shopping and recreation," according to Metro. In 2003, the RTP was updated to address federal planning requirements; a major update is now under way with completion expected in 2007. Metro's goal for this planning effort is to produce a "more streamlined plan that better advances regional policies, public priorities and local efforts to implement the 2040 Growth Concept."

Locally, the Tigard Transportation System Plan (adopted January 2002) guides the City's transportation investments, aids the City's land-use choices, provides coordination with regional and neighboring agencies, and addresses existing and future needs. Unlike other sections of the City's existing Comprehensive Plan, the transportation section was updated in 2002, based on the City's TSP.

This topic report uses the City's existing 2002 Transportation System Plan as its foundation. It summarizes the key policies and findings from the 2002 TSP. Where new information has become available, either through the City's work or its regional partners, the report includes the updated information and highlights any key differences with the current TSP. The report is divided into four sections, based upon Chapters 5-9 of the TSP (Pedestrians and Bicycles are combined here; Transportation Demand Management is included in Motor Vehicles; and Other Modes becomes Movement of Goods here):

- ♦ **1. Motor Vehicles and Street System.** Includes the Functional Street Classifications/Street System, traffic volumes, state highways.
- ♦ **2. Transit.** Includes bus service, commuter rail and transportation for the disadvantaged.
- ♦ **3. Bicycle and Pedestrian.** Addresses bicycle and pedestrian facilities.
- ♦ **4. Movement of Goods.** Includes railroads, air, pipeline, and freight movement.